



I-73

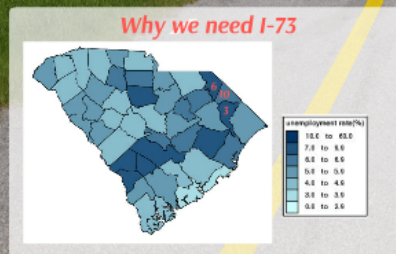
Infrastructure Equals
Opportunity



Cycle of Poverty

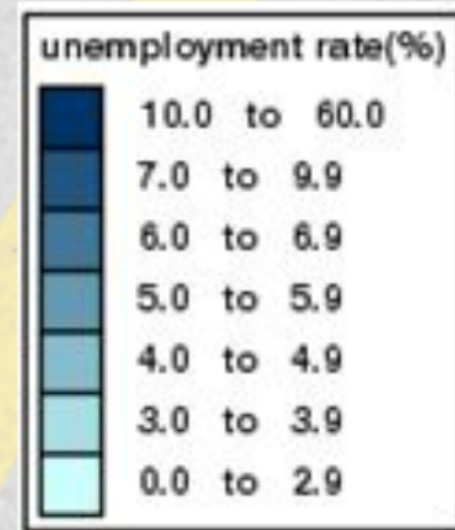
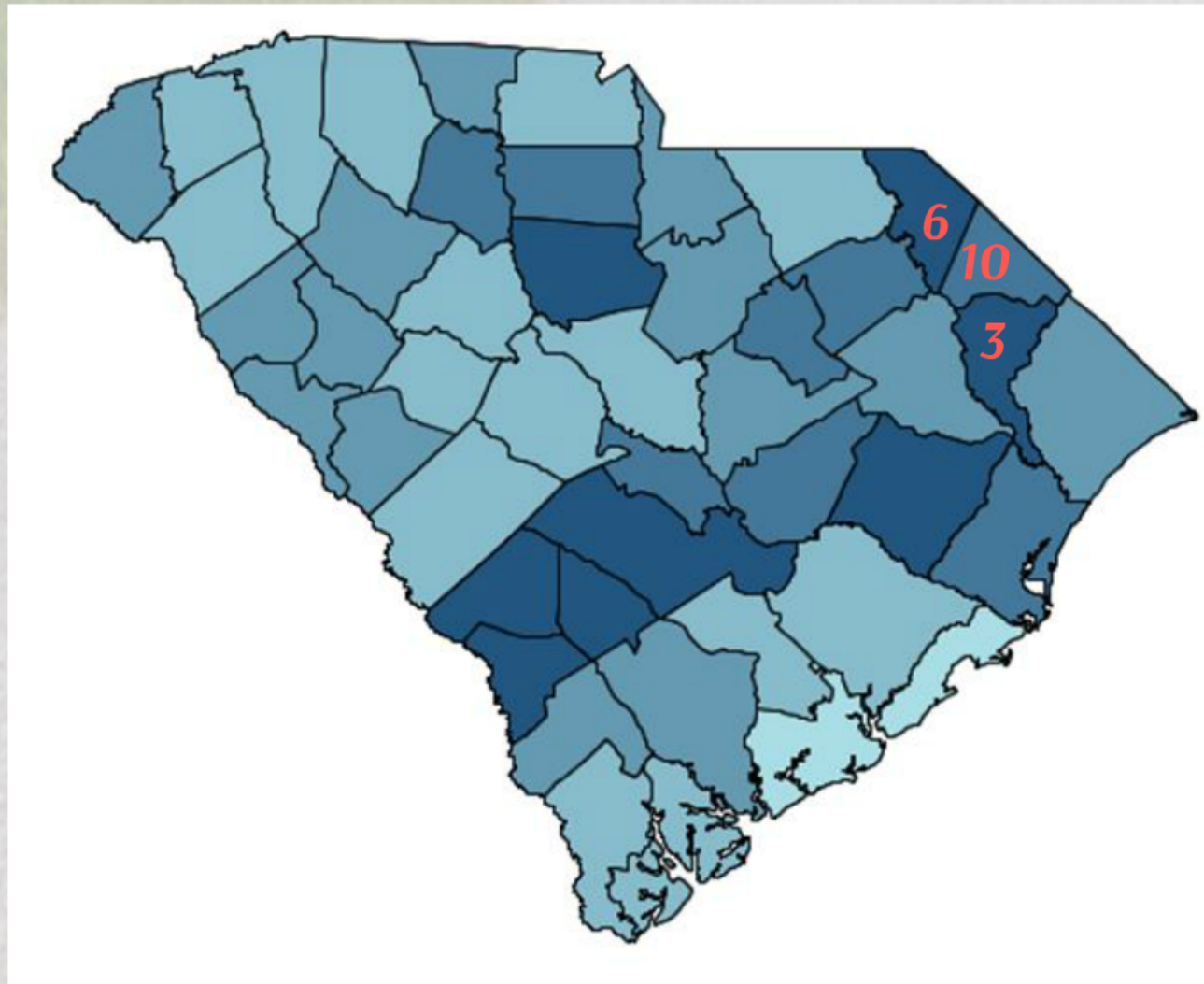
Year	Population	Median Income	Poverty Rate	Unemployment Rate	High School Graduation Rate
1990	1,000,000	\$10,000	15.0%	7.0%	75.0%
2000	1,200,000	\$12,000	12.5%	6.0%	78.0%
2010	1,400,000	\$14,000	10.0%	5.0%	80.0%
2020	1,600,000	\$16,000	8.0%	4.0%	82.0%

We Can Do Better!





Why we need I-73



Cycle of Poverty

Unemployment Rates Ranked by County

Rank	County	Locality	African American Population (%)	Unemployment Rate (SCDEW 2016)	Median Household Income	Food Stamps	Population Change (2010-2016)
1	Fairfield						
2	Bamberg	South Carolina	27%	4.8%	\$46,898	14.8%	+7%
		Dillon County	47%	6.6%	\$32,601	29.8%	-4%
3	Marion	Marion County	57%	8.4%	\$30,955	28.8%	-4%
4	Orangeburg	Marlboro County	51%	8.2%	\$30,562	25.5%	-7%
5	Allendale	Florence County	42.2%	5.1%	\$42,523	19.9%	+1.4%
		Richland County	46.3%	4.7%	\$50,899	14.3%	+6.5%
6	Marlboro	Greenville County	18.3%	4.1%	\$51,595	11.2%	+10.5%
		Horry County	14%	5.6%	\$44,746	14%	+19%
7	Williamsburg	Charleston County	28.2%	3.9%	\$54,931	10.3%	+13.2%
8	Barnwell						
9	Chester						
10	Dillon						

We Can Do Better!

I-73's Economic Impact - Annual by 2030

Increased Wages:
\$537,200,000

Total Job Creation:
29,000

**Total I-73
Economic
Impact**

\$1,982,400,000

State Tax Revenues:
\$86,100,000

Local Tax Revenues:
\$43,200,000

State and Local Tax Estimates for 2030

State Estimates

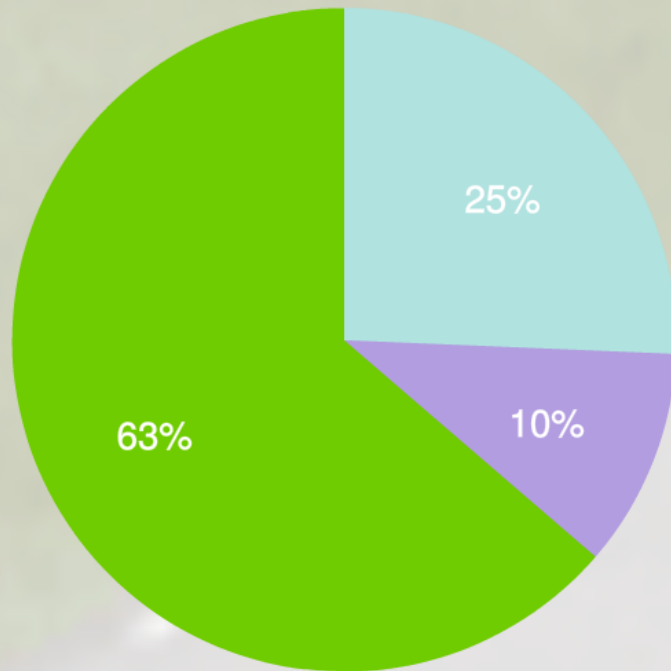
	Corporate Income Tax (\$MM)	Personal Income Tax (\$MM)	State Sales Tax (\$MM)	State Gas Tax (\$MM)	Total (\$MM)
Roadside Services	\$1.8	\$4.8	\$15.5	\$1.0	\$23.1
One Distribution Center	\$1.2	\$5	\$0	\$0	\$1.7
Development and Expansion	\$6.1	\$18.9	\$34.8	\$1.5	\$61.3
Total	\$9.1	\$24.2	\$50.3	\$2.5	\$86.1

**** \$500 million investment from South Carolina yields \$86 million in state taxes, a 17% Return on Investment**

Local Estimates

Construction	Local Optional Sales Tax	Accommodation Tax	Hospitality Tax	Admission Tax	Total
Roadside Services	\$6.6	\$3.0	\$1.7	\$0	\$11.4
Development and Expansion	\$17.4	\$5.7	\$4.5	\$4.1	\$31.8
Total	\$24	\$8.8	\$6.3	\$4.1	\$43.2

29,000 New Jobs



- Construction Jobs (7,720)
- Roadside Service Jobs (3,205)
- Expansion and Development Jobs (19,142)



Total Job Creation: 29,000

Building on Existing Infrastructure

Charleston Port serves the entire Southeast. 1 in 11 jobs in the state is connected to the Port, and it represents \$53 billion in annual activity.



Bringing this opportunity to Dillon:

Harbor Freight recently announced they will be adding another 500 jobs, bringing their total workforce to more than 1,200.

KB Biotech announced \$15 million investment, creating 100 new jobs

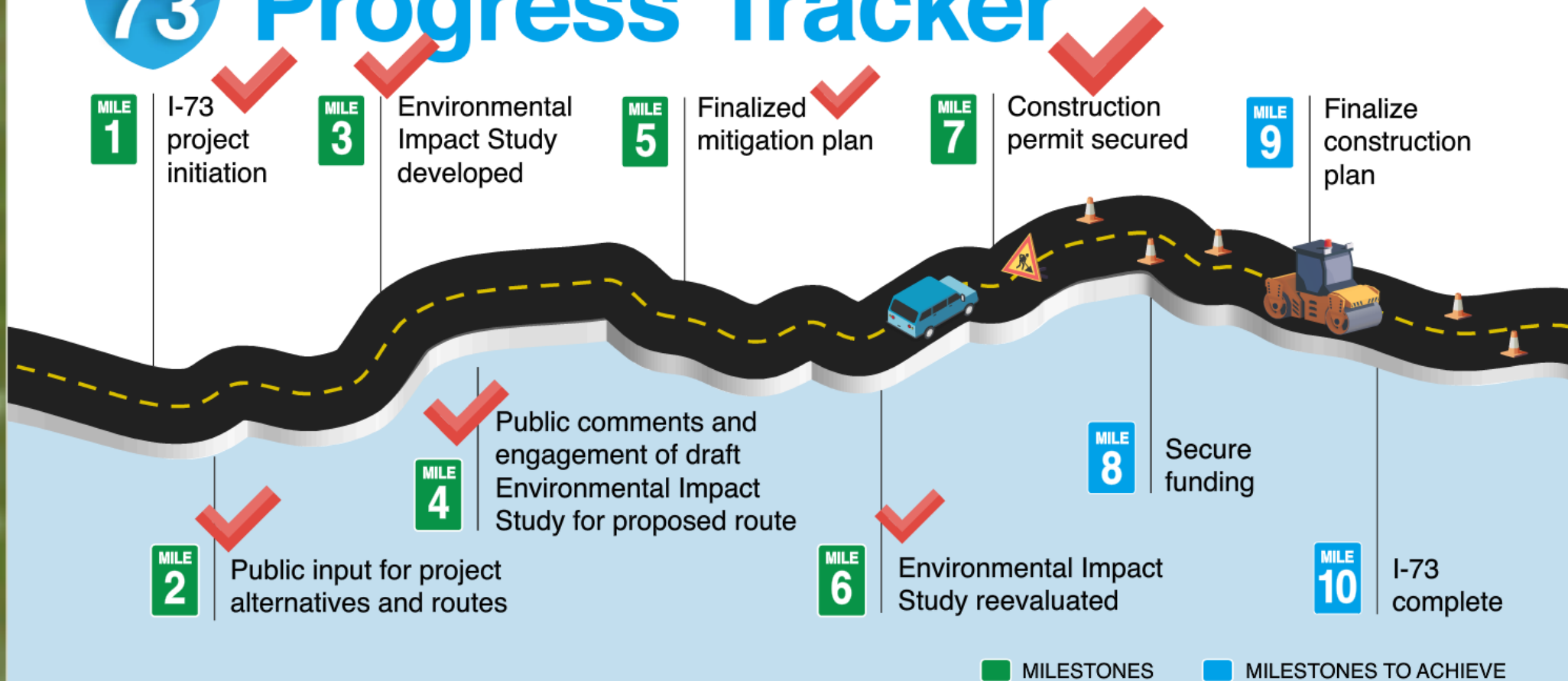
Infrastructure incentivizes business investment. The number one question corporations and manufacturers ask before moving to an area is the distance from an interstate. The top 5 employers in Dillon County are all within 2 miles of I-95.

I-73 will increase industry partners access to Dillon Inland Port, creating thousands of jobs in the Pee Dee.

Reviving I-73



Progress Tracker



FALSE CLAIMS by the Coastal Conservation League

Permitted Route: 324 acres of wetlands impacted and 4,618.5 acres preserved in a historic trust

CCL's Route: 679 acres of wetlands impacted



14 acres will be preserved for every acre that is impacted by the construction of I-73. That is a 14:1 ratio! And that is still not enough for these so called "environmentalists."

PROJECT I-73 IN SOUTH CAROLINA

I-73, the \$2.4 billion interstate proposed to link the Myrtle Beach area with I-95 and beyond to North Carolina, has been and continues to be driven by ~~special interests~~ ^{no} without regard to need, to ~~cost, or its impact on the environment and community~~. The proposed interstate will impact or destroy over 350 acres of wetlands and 22 miles of streams. Local communities that now struggle to stay economically viable will be devastated. There is ~~no~~ ^{grow} need for a new interstate.

? Two years ago the Conservation League released an independent study analyzing an alternative to I-73... improving SC 38/ US 501. The Conservation League named the ~~improved~~ alternative the Grand Strand Expressway. The study found that improving the existing road ~~would deliver similar economic and transportation benefits at a fraction of the cost of building I-73~~. Today I-73 still lacks permits and funding, but the political will to get this interstate built is strong. The Conservation League will continue to monitor the permitting process and advocate for a less expensive and less ecologically harmful transportation alternative.

Their lawsuit wastes taxpayer dollars and denies economic opportunity to you, your children and grandchildren!

We Need State Funds

Highway Trust Fund

Appropriation from General Assembly

State Infrastructure Bank

SC Gas Tax

Federal Funding Support for I-73



Congress of the United States
Washington, DC 20515

October 16, 2017

The Honorable Elaine Chao
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Secretary Chao,

We write today in support of the Transportation Investment Generating Economic Recovery (TIGER) grant application submitted by the South Carolina Department of Transportation (SCDOT) for Interstate 73.

In 1991, Congress designated Interstate 73 as a high priority corridor. The proposed highway will run from the Great Lakes region to the coast of the Carolinas. In South Carolina, the interstate will cross the North Carolina line in Dillon County and travel through Marion and Marlboro counties before connecting with the Conway Bypass (SC Highway 22) in Horry County. In June of 2017, the United States Army Corps of Engineers issued the permit to begin construction of I-73.

Interstate 73 will provide new economic opportunities to some of the poorest counties in the state of South Carolina. The counties I-73 will travel through consistently rank among the most economically deprived counties in the state. The low incomes and high levels of unemployment in these counties will be greatly improved by the construction of Interstate 73, which is projected to create 29,000 jobs and boost the economy by \$2 billion.

Peak tourist season at the Grand Strand also coincides with the annual hurricane season. While South Carolina had made improvements to hurricane evacuation planning, the outdated road systems could prove deadly during a hurricane evacuation. The southern section of Interstate 73, which will run between the Grand Strand and I-95, is projected to reduce evacuation times by 11 to 15 hours, allowing thousands of people to safely leave the area during an emergency.

Interstate 73 has the potential to drastically improve the lives of many South Carolinians. Its completion will enhance the quality of people's lives, grow the economy, and improve the safety of those traveling in South Carolina. As such, we firmly support the TIGER grant application submitted by SCDOT.

Sincerely,



Tom Rice
Member of Congress



Lindsey O. Graham
United States Senator

You Can Help Transform our Economy

Educate Other Community Leaders

Combat the Coastal Conservation League

Advocate for State funding